

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4026

號七十月七年一十三緒光

THURSDAY, AUGUST 17, 1905.

四拜禮

號七十月八年英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....  
Sterling Reserve.....\$10,000,000  
Silver Reserve.....\$1,000,000  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:  
H. A. W. SLADE, Esq., Chairman.  
A. HAUPT, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, Esq.  
E. GOETS, Esq.  
G. H. MEDHURST, Esq.  
A. J. RAYMOND, Esq.  
F. SALINGER, Esq.  
Hon. H. E. R. HUNTER, Esq.  
Hon. R. S. SHAW, Esq.  
N. A. SIEBS, Esq.

CHIEF MANAGER:  
HONGKONG—J. R. M. SMITH.  
SHANGHAI—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per annum.

For 6 months, 3 per Cent. per annum.

For 12 months, 4 per Cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 17th May, 1905.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1905.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED.....\$10,000,000

CAPITAL PAID UP.....\$3,250,000

RESERVE FUND.....\$3,250,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT, Manager.

20, Des Vaux Road, Hongkong, 26th May, 1905.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED.....Yen 24,000,000  
CAPITAL PAID-UP....." 18,000,000  
CAPITAL UNCALLED....." 6,000,000  
RESERVE FUND....." 9,720,000

Head Office:—YOKOHAMA.

Branches and Agencies:

TOKIO. NEW YORK.

NAGASAKI. HONOLULU.

LYONS. SHANGHAI.

SAN FRANCISCO. NEWCHWANG.

BOMBAY. MUKDEN.

TIENTSIN. PORT ARTHUR.

PEKING. CHEFOO.

Kobe. DALNY.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LTD.

PARIS BANK, LTD.

THE UNION OF LONDON AND SMITHS BANK, LTD.

HONGKONG BRANCH:—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " " 6 " " 3 " "

" " " 3 " " 2 " "

T. P. COCHRANE, Manager.

Hongkong, 23rd May, 1905.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHAREHOLDERS.....£800,000

RESERVE FUND.....£875,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per Cent.

" " " 6 " " 3 " "

" " " 3 " " 2 " "

T. P. COCHRANE, Manager.

Hongkong, 18th May, 1905.

THE DEUTSCHE ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow, Tientsin, Tsingtau, Peking.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS, LTD.

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER, Sub-Manager.

S. MINAMI, Manager.

Hongkong, 1st August, 1905.

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	CYCLON..... C. F. Lockhart, R.N.R.	About 18th August	Freight and Passage.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	JAPAN..... E. P. Maitland, R.N.R.	About 18th August	Freight and Passage.
SHANGHAI.....	NUMA..... F. J. Fox	About 24th August	Freight and Passage.
LONDON, &c.....	MALTA..... R. A. Peters	August 26th Noon	See Special Advertisement.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 16th August, 1905.

## Intimations.

### LANE, CRAWFORD & CO.,

#### REMOVAL SALE.

20 PER CENT REDUCTION FOR CASH.

For Two Weeks more only.

#### BARGAINS FOR HOUSEKEEPERS

CENTRE CARPETS, RUGS, MATS, CURTAINS, HOUSEHOLD LINENS, BEDSTEADS & MATTRESSES, GLASSWARE, CHINAWARE, PIANOS & MUSICAL INSTRUMENTS.

#### BARGAINS FOR MEN

SHIRTS, UNDERWEAR, HATS, BOOTS, &c.

#### BARGAINS FOR LADIES

HATS & COSTUMES.

A GENUINE OPPORTUNITY.

LANE, CRAWFORD & CO.

Hongkong, 14th August, 1905.

## KÜPPER'S

### PILSENER BEER.

The best PILSENER in the East; ask for Küpper, and see that you get it.

CALDBECK MACGREGOR & CO.,

SOLE AGENTS.

15, Queen's Road Central.

Hongkong, 2nd August, 1905.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of August next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1905.

By Order of the Court of Directors,  
J. R. M. SMITH, Chief Manager.

Hongkong, 31st July, 1905.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the 5th, to the 19th day of August next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,  
J. R. M. SMITH, Chief Manager.

Hongkong, 31st July, 1905.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE.

IN accordance with the Provisions of No. 12 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND OF TEN PER CENT. for the half-year ending 30th June, 1905, on the Paid-up Capital.

DIVIDEND WARRANTS payable on FRIDAY, the 18th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from 5th to 18th August, both days inclusive.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 31st July, 1905.

### HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 21st August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st August, both days inclusive.

By Order of the Board of Directors,  
THOS. I. ROSE, Secretary.

Hongkong, 27th July, 1905.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of \$1.00 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders, held this day, will be Payable at the Hongkong and Shanghai Banking Corporation, on and after WEDNESDAY, the 16th August, 1905.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,  
T. ARNOLD, Secretary.

Hongkong, 15th August, 1905.

## NOTICE.

FRIDAY, the 18th August, being the 75TH BIRTHDAY of His Majesty the EMPEROR OF AUSTRIA and KING OF HUNGARY, FRANCIS JOSEPH I., the Acting Consul for Austria-Hungary, Mr. N. POST, will be pleased to welcome at the 1, and R. Consulate, Prince's Buildings, 100 House Street, between 11 and 12 A.M., the members of the Austro-Hungarian Community and between 12 and 1 P.M. his foreign Colleagues as well as the other Officials and Personalities who will be kind enough to call on this occasion.

Hongkong, 14th August, 1905.

## Intimations.

Anywhere and any time

BOVRIL is the right thing. Being a perfectly scientific combination of the nourishing and the stimulating properties of beef, BOVRIL will always give a good account of itself.

**BOVRIL**

## "MINIMAX"

HAND

### FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus. NO PUMPS. NO HOSE. AUTOMATIC. Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine. Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

Is Self-acting. Burns all smoke. Can be used by anyone, even a child. Minimum of Price, Weight and Size. Continuous, 10th May, 1905.

IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX" Always ready for immediate use. Requires only one hand to hold. Weight only 14 lbs. when full. Maximum of simplicity and effect.

## PHOTO SUPPLIES.

### LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905.

## Hotels.

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

A. F. DAVIES, Acting Manager.

### CONNAUGHT HOTEL.

HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water Baths and Shower Baths. Launch Service for Guests.

Hongkong, 16th June, 1905.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

### KOWLOON HOTEL.

KOWLOON.

VICTORIA HOTEL, SHAMEN, CANTON, MACAO HOTEL, MACAO, CHINA.

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

### HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1905.

## JAPAN

## COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 100, HOUSE STREET.

#### OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujiotani, Hokoku, Honda, Ichimura, Kanada, Mameda, Mannouri, Onoura, Otsuji, Sasahara, Tsukuburo, Yeshiotani, Yoshio, Yonokibara and other Coals.

S. MINAMI, Manager, Hongkong.

### HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.

7.30 a.m. to 8.00 a.m. ...Every 10 minutes.

8.00 a.m. to 8.30 a.m. ...Every 15 minutes.

8.30 a.m. to 9.00 a.m. ...Every 10 minutes.

9.00 a.m. to 9.30 a.m. ...Every 15 minutes.

9.30 a.m. to 10.00 a.m. ...Every 10 minutes.

10.00 a.m. to 10.30 a.m. ...Every 15 minutes.

10.30 a.m. to 11.00 a.m. ...Every 10 minutes.

11.00 a.m. to 11.30 a.m. ...Every 15 minutes.

11.30 a.m. to 12.00 p.m. ...Every 10 minutes.

12.00 p.m. to 1.00 p.m. ...Every 15 minutes.

1.00 p.m. to 1.30 p.m. ...Every 10 minutes.

1.30 p.m. to 2.00 p.m. ...Every 15 minutes.

2.00 p.m. to 2.30 p.m. ...Every 10 minutes.

2.30 p.m. to 3.00 p.m. ...Every 15 minutes.

3.00 p.m. to 3.30 p.m. ...Every 10 minutes.

3.30 p.m. to 4.00 p.m. ...Every 15 minutes.

4.00 p.m. to 4.30 p.m. ...Every 10 minutes.

4.30 p.m. to 5.00 p.m. ...Every 15 minutes.

5.00 p.m. to 5.30 p.m. ...Every 10 minutes.

5.30 p.m. to 6.00 p.m. ...Every 15 minutes.

6.00 p.m. to 6.30 p.m. ...Every 10 minutes.

6.30 p.m. to 7.00 p.m. ...Every 15 minutes.

7.00 p.m. to 7.30 p.m. ...Every 10 minutes.

7.30 p.m. to 8.00 p.m. ...Every 15 minutes.

8.00 p.m. to 8.30 p.m. ...Every 10 minutes.

8.30 p.m. to 9.00 p.m. ...Every 15 minutes.

9.00 p.m. to 9.30 p.m. ...Every 10 minutes.

9.30 p.m. to 10.00 p.m. ...Every 15 minutes.

10.00 p.m. to 10.30 p.m. ...Every 10 minutes.

10.30 p.m. to 11.00 p.m. ...Every 15 minutes.

&lt;



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	3,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,993 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.  
 Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.  
 THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

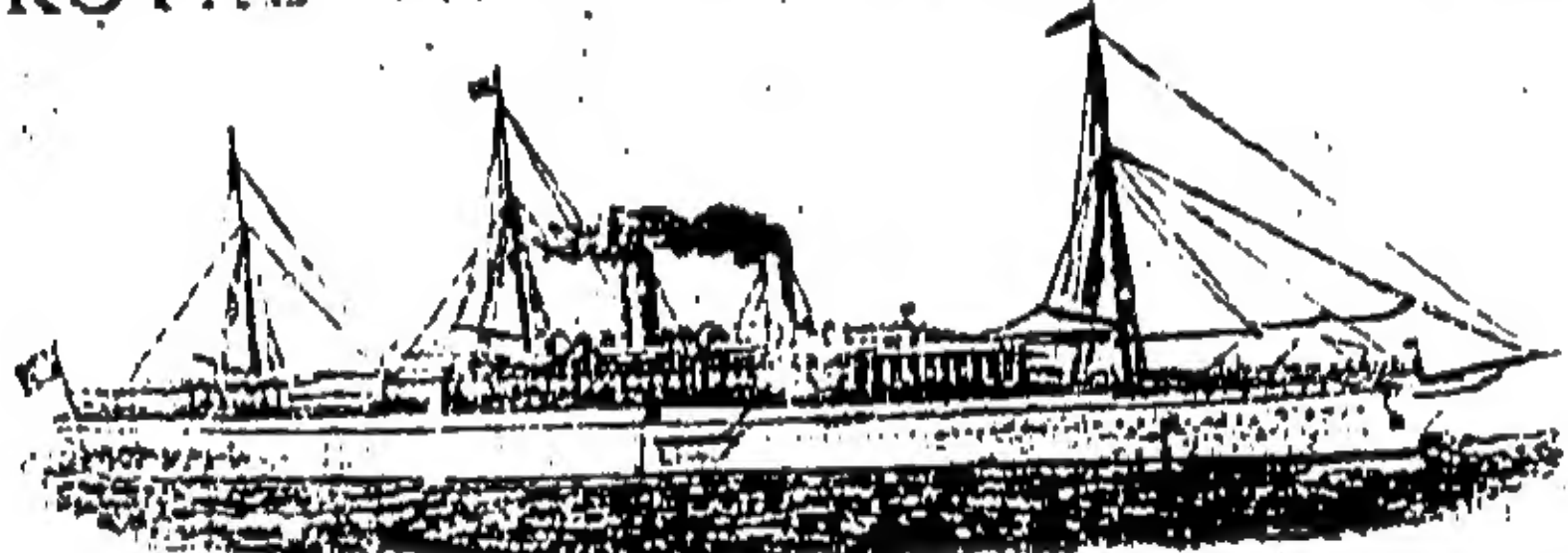
FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.  
 Canton to Tak Hing, Single \$12.50, Return \$21.00.  
 Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st July, 1905.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.  
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPRESS OF INDIA,"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 23rd Aug.
"TARTAR,"	4,425	W. Davison, R.N.R.	WEDNESDAY, 13th Sept.
"EMPRESS OF JAPAN,"	6,000	H. Pybus, R.N.R.	WEDNESDAY, 20th Sept.
"EMPRESS OF CHINA,"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 18th Oct.
"ATHENIAN,"	4,440	S. Robinson, R.N.R.	WEDNESDAY, 1st Nov.

Hongkong to London, 1st Class, via New York \$62.  
 Hongkong to London, Intermediate or Steamer, and 1st Class Rail " " " 44s.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodations for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to  
 Hongkong, 9th August, 1905. Corner Pedder Street and Praya, opposite Blake Pier. 10

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
LIBERIA	HAVRE and HAMBURG.	29th August.
Scandera	(Calling at S'PORE, PENANG & COLOMBO).	
RHENANIA	HAVRE and HAMBURG.	8th Sept.
Forck	(Calling at S'PORE, PENANG & COLOMBO).	
SPEZIA	HAVRE and HAMBURG.	11th Sept.
Ehlers	(Calling at S'PORE, PENANG & COLOMBO).	
SCANDIA	BREMEN.	20th Sept.
v. Doehren	(Calling at S'PORE, PENANG & COLOMBO).	
SILESIA	HAVRE and HAMBURG.	4th October.
Bahle	(Calling at S'PORE, PENANG & COLOMBO).	
SLAVONIA	HAVRE and HAMBURG.	18th October.
Madsen	(Calling at S'PORE, PENANG & COLOMBO).	
VANDALIA	NEW YORK VIA SUEZ.	about begin- ning of Oct.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.  
 Duly qualified Doctor and Stewards are carried.

For further Particulars, apply to  
 HAMBURG-AMERIKA LINIE,  
 HONGKONG OFFICE,  
 No. 1, Queen's Buildings.  
 Hongkong, 17th August, 1905.

## D. NOMA TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 31 years' experience in TATTOOING guarantees of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.  
 Hongkong, 16th November, 1904.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	FRIDAY, 18th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 20th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
PREUSSEN	WEDNESDAY, 17th January, 1906.
ROON	WEDNESDAY, 31st January.
BAYERN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.

ON FRIDAY, the 18th day of August, 1905, at Noon, the Steamship PRINZ HEINRICH, Capt. P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.  
 Shipping Orders will be granted until 5 P.M., on WEDNESDAY, the 16th instant, Cargo and Specie will be received on Board until 11 P.M., on THURSDAY, the 17th instant, and Parcels will be received at the Agency's Office until NOON, on THURSDAY, the 17th instant.  
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.  
 The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses. Linen can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.
WILLEHAD	4,761	TUESDAY, 19th September.
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.

ON TUESDAY, the 22nd August, 1905, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lent, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

DIRECT FOR YOKOHAMA AND KOBE.

(REACHING YOKOHAMA IN LESS THAN SIX DAYS.)

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	WILLEHAD	TUESDAY, 29th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 30th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAYERN	WEDNESDAY, 13th Sept.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO.,

AGENTS.

Hongkong, 17th August, 1905.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-KONGMOON-KAU-KONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 35 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip \$12

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.  
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorge, and beautiful scenery of the West River.

Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 5th July, 1905.

## Intimations.

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities, that GUN PRACTICE will be carried out as under:—  
 On MONDAY, 28th August:—

From Lyemau, West Battery, towards entrance to Junk Bay, at ranges of 600 to 4,000 yards, commencing at 9.30 A.M., and finishing at 11 A.M.

If the weather is unfavourable on the above date, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

BASIL TAYLOR,

Harbour Master, &amp;c.

Harbour Department, Hongkong, 16th August, 1905. [840]

## CAFE WEISMANN.

THE Public are invited to pay a visit to our new  
 TIFFIN ROOMS.

The only place of its kind in Hongkong.

## A VERITABLE FAIRY LAND.

REAL GERMAN Pils BEER ON  
 DRAUGHT.

Entrance—

No. 14, WYNDHAM STREET.

Hongkong, 22nd April, 1905. [46]

## NAVY CONTRACT.

TENDERS are invited for performing UPHOLSTERY WORK for H. M. DOCKYARD, Hongkong, for a period of Twelve Months from 1st September, 1905.

Forms of Tender can be obtained on application to the Naval Store Officer, H. M. Dockyard, Hongkong, and should be returned not later than Noon on FRIDAY, 18th August, 1905.  
 A Deposit of \$100 (One Hundred Dollars) will be required when applying for Tender forms to be returned if the Tender is declined.  
 Hongkong, 15th August, 1905. [833]

## "SEETON."

## A FIRST-CLASS FAMILY HEALTH RESORT.

SEPARATE BATHING ACCOMMODATION FOR LADIES AND GENTLEMEN.

LAWNS suitable for Private Parties and Picnics let by arrangement.

First-class Refreshments only supplied.

Picnics catered for.

Special Launches will leave Blake Pier on the following days (weather permitting).

Tuesdays leave at 5.15 p.m. Return at 7 p.m.

Thursdays leave at 5.15 p.m. Return at 7 p.m.

Saturdays leave at 3.15 p.m. Return at 7 p.m.

Sundays leave at 3.15 p.m. Return at 7 p.m.

Launches will call at Police Pier, Kowloon, on Saturdays and Sundays.

Return Tickets (including refreshments) \$1.00.

For further particulars, please apply to the Undersigned—

SAMUEL SEE,

Manager,

c/o 15, Connaught Road Central.

Hongkong, 16th August, 1905. [793]

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [76]

## THE ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,

HONGKONG, SHANGHAI AND MANILA.

## SPECIALISTS

IN

RAILWAYS, MINES, WATER SUPPLIES, REINFORCED CONCRETE, CONCRETE PILES.

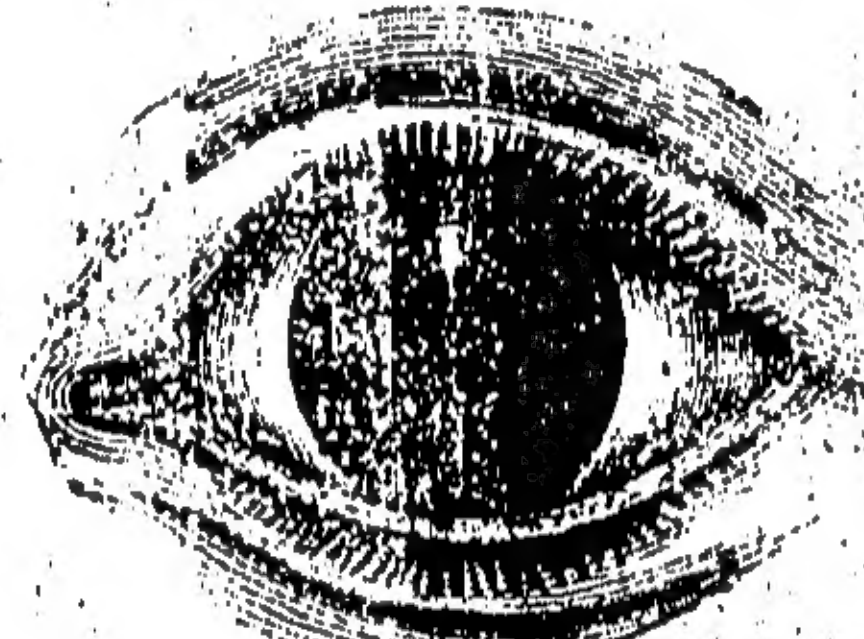
ALEXANDRA BUILDINGS,

HONGKONG.

Hongkong, 12th July, 1905. [308]

## EYES

## RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,  
 10, D'AGUILAR STREET, HONGKONG,  
 (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C., 59, Dentinck Street, 566, Nanking Road.  
 Hongkong, 24th March, 1904. [40]

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of GOLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,

Manager.

Hongkong, 22nd June, 1905. [675]



Gold Medals PARIS 1889 &amp; 1900

Regd Brand

HARRIS, CALNE &amp; WILTS-England.

REPRESENTATIVES FOR HONGKONG &amp; CHINA,

HOWARD &amp; Co.,

50, Queen's Road Central,

Hongkong.

Hongkong, 19th May, 1905. [579]



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$3), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vaux Road, Central, Hongkong.

Agents wanted in every port.

For particulars and terms, apply to—

HOWARD &amp; Co.

Hongkong, 24th November, 1904. [63]

## BAY VIEW HOUSE, MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, "TIFINS," AFTERNOON TEAS, and DINNERS can be supplied to any number, at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS: "BAYVIEW, MACAO."



## Intimation.

**WM. POWELL,  
LIMITED.**

**"ALEXANDRA  
BUILDINGS"**  
Des Vaux Road.

**LADIES'  
DEPARTMENT.**

**NEW  
GOODS.**

**SILK BELTS,  
KID BELTS,  
LACE**

**SCARVES,  
SPOT**

**SILK  
SCARVES,  
OPENWORK**

**GLOVES,  
AND**

**MITTENS.**

**MUSLIN  
BLOUSES**

**AND  
SILK  
BLOUSES.**

**PRETTY  
UNTRIMMED  
STRAW  
HATS,**

**\$1.50 Upwards.**

**THE NEWEST  
DRESS  
FABRICS**

obtainable.

**PRICES MODERATE.**

**Wm. POWELL, Ltd.,  
HONGKONG.**

Hongkong, 9th August, 1905. [31]

## Entertainment.

**HONGKONG VOLUNTEER CORPS.  
GRAND PROMENADE  
CONCERT,**

on the  
VOLUNTEER PARADE GROUND,  
(Near Tramway Station),  
ON  
SATURDAY,  
August 19th, at 9.15 P.M.

Tickets ... \$2 and \$1,  
Can be obtained at the Volunteer Headquarters,  
near the Hongkong Club,  
Hongkong, 9th August, 1905. [180]

## Dentistry.

**TSIN TING.**  
LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.  
REASONABLE FEES.

Consultation Free  
Hongkong, 10th July, 1905. [166]

**Dr. M. H. CHAUN,**  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY,  
37, DES VAUX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 22nd July, 1905. [67]

**A FOOK & Co.,**  
12, Pottinger Street, Central.  
GENERAL STOREKEEPERS, SHIP CHANDLERS  
AND COMPRADORE, COAL MERCHANTS  
AND STRVEDORES OF SIXTY  
YEARS STANDING.

ALL kinds of Provisions, Coal, Water and  
Ballast supply from alongside at the  
shortest notice and with all possible dispatch.  
Moderate terms.  
Orders solicited.  
Hongkong, 23rd February, 1905. [162]

## Consignees.

FROM HAMBURG, BREMEN, PENANG  
AND SINGAPORE.

**THE H. A. L. Steamship**

"SCANDIA,"  
Captain Von Dohren, having arrived from the  
above Ports, Consignees of Cargo are hereby  
informed that their Goods are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 19th instant will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 19th instant, at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 13th August, 1905. [835]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"  
FROM ANTWERP, LONDON AND  
STRAITS.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Ltd.,  
whence and/or from the wharves delivery may  
be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods unde-  
livered after the 22nd August will be subject  
to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 29th  
August, or they will not be recognised.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 22nd August, at 11 A.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 15th August, 1905. [836]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

**THE Company's Steamship**

"KUMSANG"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining  
on board after 4 P.M. the 18th instant, will be  
landed at Consignees' risk and expense.  
No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 16th August, 1905. [460]

## Consignees.

**NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.**

NOTICE TO CONSIGNEES.

**THE Steamship**

"PREUSSEN"

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and Godown  
Company, Limited, Kowloon, whence  
delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 11 A.M.,  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 22nd instant will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on TUESDAY, the 22nd instant, at  
9.30 A.M.

All Claims must reach us before the 28th  
instant, or they will not be recognised.  
No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

**NORDDEUTSCHER LLOYD.  
MELCHERS & Co.,  
Agents.**

Hongkong, 16th August, 1905. [1]

NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamer**

"CEYLON,"

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
3 P.M., TO-DAY.

Goods not cleared by the 22nd instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees' and  
the Company's representative at an ap-  
pointed hour.

All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.

No claims will be admitted after the Goods  
have left the Godowns.

J. S. LEWIS,  
Acting Superintendent.

Hongkong, 16th August, 1905. [12]

NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamer**

"PEKIN,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo—  
From Persian Gulf, ex B.I.S.N. and B. & P.  
S. N. Co.'s Steamers.

Goods not cleared by the 20th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignees' and  
the Company's representative at an ap-  
pointed hour.

All claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No claims will be admitted after the goods  
have left the Godowns.

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 14th August, 1905. [12]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

**THE Company's Steamship**

"INDRASAMHA,"

having arrived from the above Port, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
goods are landed.

Goods not cleared by the 17th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognised.

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 11th August, 1905. [823]

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

**THE Company's Steamship**

"PALAMCOTTA,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.

## FAMOUS FORGERY CASES.

## HARD FACTS.

"Forgery," said Chabot, the great hand-  
writing expert, "is one of the most unsatis-  
factory crimes a man can commit nowadays.  
It can be so easily discovered."

That was not always the case, says "Answers."  
There was once nothing easier than imitating  
handwriting so successfully that the fraud could  
not be discovered, and the skillful forger was  
one of the least often detected and most suc-  
cessful scoundrels in the criminal world. How  
common and how successful he was experts  
who have had ancient documents put before  
them well know. It is wonderful how many of  
these, the genuineness of which has never been  
suspected, the expert is able, by the aid of  
modern science, unhesitatingly to pronounce  
forgeries.

"By nature and habit individuals contract a  
system of forming letters which gives a char-  
acter to their writing as distinct as that of the  
human face," declared Nethercliff, the first re-  
cognized handwriting expert. It seems, per-  
haps, a startling saying but it is true, as thousands  
of criminals have found to their cost.

Neil Cream, the mysterious poisoner of wo-  
men in the south of London in 1892, found a  
certain peculiarity in his handwriting of  
material assistance to the police in dragging  
him to the fate on the scaffold he so well de-  
served. It was Cream's practice to poison a  
woman and then to send a black-mailing letter,  
generally to a doctor—Neil was himself an  
American M. D.—demanding money, under a  
threat of the recipient being charged with the  
deed. These letters were, of course, in a dis-  
guised handwriting, and Neil had devised an  
ingenious method of baffling detection. It was  
not good enough, however, and when the letters  
were collected and compared with others, ad-  
mittedly written by Neil, there were remarkable  
similarities in each which made it clear that  
they were all the production of the same man.

## AN EXPERT.

Recognized specialists in the examining and  
comparison of handwriting appear to have been  
unknown in England till a lithographer, Joseph  
Nethercliff, came before the public as an expert.  
A Mr. James Wood, a draper and banker of  
Gloucester, died, leaving a fortune of £1,000.  
Wood was an eccentric character, with a  
partiality to making wills and hiding them in  
the most absurd places in the house, where he  
lived a solitary existence.

After his decease will after will and codicil  
after codicil were discovered hidden in  
ceilings, under floors, in chimneys and in  
secret drawers. The relative who rejoiced  
to-day, under a codicil making him rich,  
was in a few days' time thrown into despair by  
the discovery of some dirty piece of paper,  
perhaps found projecting from a rat hole in an  
attic, which proved to be a later document  
executed by James Wood, leaving him nothing.  
Were these wills and codicils true or false? It  
was a question in which handwriting expert  
was decidedly necessary. Nethercliff, the  
lithographer, was called in, and from the as-  
sistance he was able to render the puzzled in-  
vestigators in the case, he became famous.

From that time he was kept busy.  
In not one case out of ten in which he is con-  
sulted does the expert in handwriting appear  
in court. The others are compromised or  
hushed up. The most common occasions on  
which he is consulted are matrimonial matters,  
libellous letters, abusive and threatening epistles,  
suspected signatures to wills, erasures in docu-  
ments, and valentines. The valentine crop has,  
however, been enormously reduced of years.  
Not many years ago the offensive and anony-  
mous valentine that found its way to the hand-  
writing expert's table was very common.

The forger of signatures works either by  
copying the real signature, by simply writing  
an imitation of it as it lies before him, by trac-  
ing it, placing the original signature with the  
document to which the forgery is to be attach-  
ed, on, say, a window pane, going over the  
signature in pencil, and then covering the mark  
with ink, or by tracing it straight off with ink.  
All these methods are easily distinguishable  
by the expert.

## A FAMOUS CASE.

One of the most sensational pieces of expert  
work performed by a handwriting specialist  
was in connection with the trial of Christiana  
Edmunds, of Brighton, for poisoning a child.  
Having bought some sweets, Edmunds im-  
pregnated them with strychnine, and then,  
walking out, distributed them to various chil-  
dren she met. One child died and others had  
narrow escapes.

At the inquest on the victim it came out in  
evidence that a certain lady, who had not been  
identified, had bought strychnine at a local  
chemist's and had signed the name "Wood" in  
his register of sales of poisons. Christiana  
Edmunds, learning that importance was attach-  
ed to this signature, actually wrote a letter  
to the chemist, which she despatched to the  
shop by a boy, requesting him to hand the  
bearer the register book for examination.

The book was unsuspectingly handed to the  
boy, who carried it to Edmunds, who tore out  
what she believed was the entry, and then re-  
turned the volume by the messenger.

At the trial it appeared that Edmunds had,  
in her terror and confusion, abstracted an en-  
try signed by another customer named Wood.

The signature, the letter forged in the  
coroner's name and letters awkwardly written  
by Edmunds, were all undoubtedly written by  
the same person, and the trick was discovered.  
Edmunds was sentenced to death, but the  
capital punishment was afterward commuted to  
penal servitude for life, upon the suspicion  
that the wretched woman was insane.

CROSSING THE "T."

In the famous Great Mailbox will case the  
crossing of the "t" in the word "to," settled  
the question whether the codicils of a will, were  
genuine or false. In the will, which was in the  
dead man's handwriting, the "to" was uncrossed  
51 times, wholly crossed 5 times but half  
crossed never. In 50 of the dead man's  
letters the "t" in "to" was uncrossed 131  
times, wholly crossed 14 times, but never half  
crossed. In the disputed codicil the "t" was  
always half crossed.

(Continued on page 6.)

## Intimation.

**THE HONGKONG TELEGRAPH.**

1, ICE HOUSE ROAD  
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon,  
China, Ceylon, India and the Far East  
generally.

A daily newspaper with weekly edition  
published for despatch by the homeward mail

The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.

A special feature is made of full and accu-  
rate reports of local occurrences, and of mat-  
ters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates

largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.

Special attention given to effectively display-  
ing advertisements.

The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.

This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages  
at each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements  
can be ascertained from the Manager.

Advertisements for the Daily should reach  
the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements  
will be repeated and charged for until coun-  
termanded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

**PROGRAMMES.**

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## PRESSURES.

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap at

**THE HONGKONG TELEGRAPH**

## OFFICE.

Estimates given for all classes of work on  
application to

## THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road

Hongkong.

## Intimation.

**OF THE MULTITUDES**

who have used it, or are now using it, we have  
never heard of any one who have been dis-  
appointed in it. No claims are made for it  
except those which are amply justified by ex-  
perience. In commending it to the afflicted  
we simply point to its record. It has done great  
things, and it is certain to continue the excel-  
lent work. There is—we may honestly affirm  
—no medicine which can be used with greater  
and more reasonable faith and confidence. It  
nourishes and keeps up the strength during  
those periods when the appetite fails and food  
cannot be digested. To guard against imita-  
tions and substitutions, our "trade mark" is  
put on every bottle of "Wampole's Preparation,"  
and without it none is genuine. It is  
palatable as honey and contains the nutritive  
and curative properties of Pure Cod Liver Oil,  
extracted by us from fresh cod livers, com-  
bined with the Compound Syrup of Hypophos-  
phites and the Extracts of Malt and Wild  
Cherry. Taken before meals it creates an  
appetite, aids digestion, renews vital power,  
drives out disease germs, makes the blood rich,  
red and full of constructive elements, and gives  
back to the pleasures and labours of the world  
many who had abandoned hope. Dr. S. H.  
McCoy, of Canada, says: "I testify with  
pleasure to its unlimited usefulness as a tissue  
builder. It makes a new era in medicine,  
is beneficial from the first dose and represents  
effective medical treatment of the twentieth  
century. 'You can trust it as the Ivy does the  
Oak.' One bottle convinces. Watch carefully  
against imitations. At all chemists here and  
throughout the world.

[12]

## Hotel.

**OCCIDENTAL  
HOTEL.**

**EXCELLENT CUISINE.**

**MODERATE PRICES.**

**ELECTRIC FANS**

TO ORDER IN

EVERY ROOM.

**EUROPEAN MANAGEMENT.**

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1905. [12]

**THE WINE GROWERS  
SUPPLY CO.**



**BARRETTO & Co.,**

General Agents, Hongkong.

## SYRUPS.

Gum .....

Grenadine ...

Raspberry ...



## Intimations.

A. S. WATSON & CO.,  
LIMITED.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS  
CELEBRATED  
BLEND  
OF  
THE FINEST  
WHISKIES  
IN SCOTLAND  
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & Co.,  
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

GREGOR &amp; CO.,

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

BURGUNDIES

FROM

BOUCHARD PERE &amp;

FILS,

Beaune, Burgundy.

AWARDS:

76 GOLD MEDALS

AND

DIPLOMAS

AT VARIOUS EXHIBITIONS.

Hongkong, 18th July, 1905.

## The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 17, 1905.

## NATIVE CHRISTIANS IN CHINA.

For some months past there have been indications of unrest among the natives in the interior of China where the anti-Christian spirit seems to have been revived. It was not many weeks back that the Viceroy of Szechuan notified the Wajwupu of the receipt of a despatch from the French authorities calling his attention to the dangers of foreign missionaries on the Szechuan-Yunnan frontiers, while shortly after came news of a disturbance in Kiangpoh where a number of converts, fearing the outcome of activity, being shown against missionaries and their converts, by members of the great sword, or Totao Hui, fled from the city of Sh'ichien. Riots at Ninghai and at Tung-kuan, on the frontiers of the provinces of Honan, Shanhi, and Shensi were also reported, and in each instance it is stated that the officials have been directed to take proper steps to deal with the disturbances and to do what is possible to safeguard the lives of the missionaries. Unfortunately, the attacks on missionaries and their native converts cannot be considered as exceptional or isolated, and until the problem of how best to live down and overcome the prejudice which has been created in the minds of the lower classes in the more remote districts of the Empire. Any distinction between Christian Chinese and other Chinese, whether in conduct, custom or influence will be certain to cause jealousy and suspicion, and when one recalls the numerous occasions upon which the Chinese officials have complained of the converts being under foreigners, who, they state, exempt them from certain exactions and favour them in other ways, it is not surprising to find the unrestrained coolie rushing in and taking up cudgels against his brother. We must take it as granted that amongst the converts there are bad as well as good people, but still they are all equally Chinese subjects, amenable to the jurisdiction of their own authorities. There is no reason why the people and the converts should not live together in peace and harmony. Yet mischief-makers, sometimes the officials themselves, are continually fabricating baseless stories which they industriously propagate among the lower classes, who believing anything, however absurd and vile, arouse the suspicions of the people, and then lawless villains seize the opportunity to create trouble, often with no other view than obtaining plunder. Such trouble as that reported by our correspondent at Shanghai some few days since in regard to the thirty-thousand rioters in Honan, must have a very disturbing effect upon the foreigner and Chinese alike and if fresh outbreaks should take place and remain unchecked, it may one day lead to a general rebellion against the missionaries and their converts. We sincerely hope that the Government will be able to see its way to set matters right before it is too late.

## LOCAL AND GENERAL.

H.M.S. *Iphigenia* is to leave Weihaiwei on Saturday next for Hongkong and England.The salaries of the Russian Peace Plenipotentiaries have been fixed at \$200 (G.) per day besides \$7,500 for expenses.—*Pacific Commercial Advertiser*.

THERE is some capital reading matter in the August number of the Victoria Recreation Club Magazine. The publication is full of interest from start to finish.

MESSRS. Watkins, Ltd., have sent us a collection of useful articles, advertising James Watson's "Dundee" whisky. It includes four glasses, two samples of the whisky (which we are handing over to our connoisseur to report upon), a couple of bells, two packs of playing cards, trays and six paper weights.

AMERICAN papers publish a statement to the effect that the committee named by Mayor McClellan of New York to consider plans for submission to the next Mayor for the centenary celebration in 1907 of the first use of steam and water navigation has decided to send an invitation to Admiral Togo to attend on his flagship.

The value of newly-minted currency exported to Korea by the Osaka branch of the First Bank up to the end of last month, to be used in exchange for Korean nickels, amounted to ¥1,500,000, of which ¥500,000 was represented by 20 and 50-sen silver pieces and ¥1,000,000 by 5-sen nickels. More will be exported as they are minted.

THE following startling advertisement appears in the Lucknow *Telegraph*:—Will any gentleman, educated, European, marry (immediately) a young lady, to save her from a hateful marriage? Apply, No. 563, c/o Manager. The lady omits to say whether she is educated, and European or what she considers young. But no doubt there will be scores of educated Europeans ready and willing to sacrifice themselves in a case of this kind.

A ROME telegram states that the Dowager Queen Margherita of Italy is hastening the preparations for her journey to Japan. This is interpreted as meaning that official news has been received in high quarters that the conclusion of peace is near. The Queen, who is an expert chauffeur, intends to spend several months in Japan in an automobile tour and then go to San Francisco, across the American continent, and return to Rome by way of New York and Genoa.

A STORY reaches Tokio from St. Petersburg giving particulars of the failure of a Japanese plan to destroy the great railway bridge over the Suigari. It is stated that last month a party of Chunuchuses secretly assembled at a village near the bridge and prepared to carry out their scheme. One of the party, however, turned traitor at the last moment, and gave information to the Russians, with the result that the village was soon surrounded by troops; and 450 Chunuchuses, armed with rifles, revolvers, and carrying explosives, were captured.

A DREADFUL crime is reported from the district of Toyotama, near Tokio. The wife of H. Shimoda, a farmer, was arrested on August 5, on a charge of having killed forty infants during a period of years. It appears, states the *Japan Mail*, that she adopted, for a consideration, illegitimate children, whom she at once proceeded to starve to death. She was removed on August 6th to the Tokio District Court. The same day, three men and ten women residing in the same district were arrested on a charge of having assisted the woman.It is reported from Seoul, that the whole Korean Cabinet has resigned with the single exception of Ye Yong-ik. An explanation is given by the *Yorokusa*, namely, that Ye has steadily been acquiring power of late and that his colleagues' assent to Japan's coast-wise trade proposal furnished him with a pretext for denouncing them as traitors to their country. The chief of police is alleged to be of Ye's party and to be consequently preparing some informal exercise of his power. Thus these interminable faction fights continue to impede all progress in Korea.

It is said that the medical profession has been caught in the breeze of Imperial consolidation and a movement is on foot for standardising medical education and qualifications to a common level throughout the Empire. Leading representatives of the profession in Australia have been in London, actively interesting themselves in the work, which is also being supported from Canada. The great object is to prevent the Colonies from being flooded with imperfectly-qualified men turned out from immature Colonial schools. To this end the Medical Council of Great Britain should be able to apply the home regulations to all the Colonies.

ACCORDING to a special wire to the *Mainichi* the new Naval Station building at Portsmouth, in which the peace negotiations are taking place is a three-storied red brick edifice, and the conference room is at its southern side. Four long tables have been placed in the middle of this apartment, with a number of chairs on each side, and the room is beautifully decorated. On the right of the conference chamber, a suite of three apartments has been placed at the disposal of the Japanese Plenipotentiaries, while a similar suite on the left will be at the service of the Russian Representatives. Both suites are equipped in similar fashion, and are provided with telegraph and telephone instruments.AN extraordinary accident occurred last Thursday at Tientsin, where the 'ricksha coolie' seems to be just as wild and uncontrolled a creature as his confreres in Shanghai. A coolie was sitting in his vehicle on the Bund in the northern port, just as coolies slumber in their 'rickshas' on our own Bund here, when the steamer *Anping* was drawing up alongside her berth. The noise of the vessel's whistle aroused the sleeping man, who sprang to his feet, seized the shafts of the 'ricksha', and, still in the manner of the Shanghai coolie, charged wildly across the Bund. He never paused to think of where he was, but intent only on securing a fare from somewhere or other, dashed to the water's edge and right over 'ricksha and all into the River Peiho. He seems to have sunk at once and been drowned, for though we are told that the accident was witnessed by a great many people, including those on board the *Anping*, no mention is made of the unfortunate man having been rescued from the River.—*China Gazette*.

FOLLOWING the previous performances which were so successful, Fitzgerald's Circus troupe scored a third success last night. The tent was again packed in every part, a very large number of Europeans being present, while the Chinese were literally in hordes, and a most appreciative audience they formed. The various items on the programme having been previously described and criticised, suffice it here to say that every act was perfectly performed, without a single hitch. Henderson's horsemanship was most successful, and at each attempt in his jockey act he landed fair and square on the horse's flanks standing upright while the animal galloped round the ring. The elephant riding a tricycle, with the lion on his back, quite enthused the audience, especially the Chinese portion. The circus tiger is a little beauty, and should be a fine animal when full-grown, while the black horses appear to be simply peerless. Altogether, as far as fine, if not finer, a show as has ever visited Hongkong is that put up nightly at Causeway Bay, by Fitzgerald, Slights, and one, which will well repay the slight trouble of travelling out to that location after dinner. Yesterday afternoon the first, and very successful, matinee was given before a crowded audience of youngsters, of all nationalities in the Colony. The matinee will be repeated, with variations, on each Wednesday and Saturday of the season, children being admitted at merely nominal rates.

MOSQUITOES have made their appearance in Stoke Newington, Finsbury Park, and Holloway in large numbers. Pedestrians have received much unwelcome attention from them, with the result that swollen faces, necks, and hands are very prevalent. Medical men have been busy attending to cases.

In the Supreme Court this morning in summary jurisdiction judgment was given in the case of Yuen Hung Kim and another versus Li Shik Kang, when \$50 was awarded as damages against the defendant for trespass on plaintiff's property, and each party to pay their own costs. This case has been fully reported in our columns.

LIN Tsai, a money-changer of Queen's Road, West, was charged before Mr. F. Hazelard this morning with forging the name and chop of Ma Shoi Ching, managing partner of the Shiu Cheong Hong, No. 466 Queen's Road West, with intent to defraud.—Mr. Otto Kong Sing appeared to prosecute and applied for a remand, which was granted for one week, bail being allowed in the sum of \$1,000.

## BARON VON KRIEGLSTEIN, DON QUIXOTE OF JOURNALISM.

TILTED AT SAGHALIEN WITH VISIONS OF A BIG CARGO OF WAR COPY.

That long, low, rakish craft the *Castille*, jolly rover of the journalistic seas and loup garou of belligerent waters, has run her race. Broken-backed on the rocks of Cape Kataoka she lies, her master, the Baron von Krieglstein, is somewhere in the Pimorsk, madly racing for the scene of war at Harbin and her captain and officers are in Yokohama. No more will this will-o-the-wisp that changes flags in a minute and paints herself gray in a night haunt the good people of China's ports and cause nervous newspaper scrivener to reel out reams of "copy" on her secret adventures. No longer will Baron von Krieglstein, the dauntless Don Quixote of the correspondents' field, plough the waves in search of phantom fleets and set Shanghai agog with wild rumors of conspiracy. One of the picturesque bye-products of the war is no more.Captain Paul Reimers of the *Castille*, First Officer Seiler, Second Officer Anderson and Chief Engineer Schmittfink arrived in Yokohama late Wednesday night and quartered themselves at a hotel pending their return to Shanghai, whence they shipped on the *Wuchang*, renamed *Castille*, last May for adventures second only to those of the "Thousand and One Nights." To an *Advertiser* man Captain Reimers recounted the tale of the *Castille*'s last cruise.

"After they fought the battle of the Japan Sea without us," said the Captain with a shrug of his shoulder, "we sailed up to Kamchatka. Why? Oh, we needed a little recreation; went up there to shoot bears and foxes. There are many bears and foxes in Kamchatka."

"Well, we stayed a week in Kamchatka, shooting bears and foxes as I said, and on June 19 we left the port of Petropavlovsk on the south-eastern coast of the peninsula. The Baron wanted to go to Nikolaievsk, on the east coast of the Maritime Province, you know. Passing Cape Queen Elizabeth we encountered a field of pack ice which forced us to return, looking for a harbour in which to take refuge until the ice should be carried away. We discovered that the harbours marked on the chart were to shallow that no passage into them could be had. After steaming about for a considerable time and being greatly in need of water for the ship, we shaped our course south along the west coast of Saghalien, hunting for a suitable place to take in water."

"The morning of June 27, the fog which we had encountered frequently again having closed around the *Castille*, we struck a rock."

"Numbers 1 and 2 holds immediately filled and we knew that if we got floated the steamer would sink. There was nothing to do but give up the ship. So we took everything movable to shore, a bleak, uninhabited place of rocks, forests, and there built three shelters of logs where we could store our goods. Then we determined to go by open boat around Cape Patience into Patience Bay, where according to our charts an ocean telegraph was situated at a town called Tichmennou. With these two boats manned by our Chinese crew and commanded by myself, the second officer, and three of the crew which were with me in three days, arriving at Tichmennou we struck a rock."

"There we spent six days, taking all that time to send five telegrams for assistance, of course, and it seemed that the German Minister at Tokio, apprised of our plight, asked the Japanese Department of the Navy to come to our rescue. On July 19 the Japanese converted cruiser—commanded by Admiral—arrived at the mouth of the river. A heavy storm prevailed for three days. We tried twice to reach the cruiser but our boats were nearly capsized by the heavy seas. On the third day the warship left. We were in despair until on July 23, when the weather cleared, the Japanese cruiser returned and we were taken on board. We were politely received and courteously treated."

"We earnestly requested the captain of the ship to put back to the place where we had stranded, but the Japanese captain feared that the coast being very poorly charted he would be endangering his ship. He consented, however, to land us on the south coast of Cape Patience, whence we travelled over land to the place where the *Castille* was stranded; we were accompanied by men and officers from the warship. After removing all our baggage and ship's instruments, which we had stored in the temporary shelter on shore, we left the *Castille* to her fate there on the jagged rocks and returned to the Japanese warship, which brought us to Otaru on July 26. There the Governor paid us a visit of sympathy and after thanking the officers of the Japanese warship, we left that place for Yokohama."

"But where is the Baron?" was asked of Captain Reimers.

"Ach, the Baron; we must not forget him!" replied the Captain with a smile. "The Baron von Krieglstein believes that you cannot see much war by sea. We were away down by Hongkong when the battle of the Japan Sea was fought. The Baron left us after the third day at Tichmennou and made his way to Alexanderovsk on the mainland. Thence he hoped to get to Nikolaievsk and thence overland to Harbin. He will probably get there in time. The Baron usually gets where he wants to."

"Did the Baron leave the *Castille* or buy it?" was asked of Captain Reimers by the interviewer, who recalled the mooted questions raised in Shanghai."Baron von Krieglstein bought the *Castille* outright to be used as a despatch boat for the Berlin Lokal Anzeiger, which paper he represents," replied Captain Reimers.

## SHIPPING JETSON.

The steamer *Ying King* is increasing the number of her trips to and from Canton, it being announced that in future she will leave here for Canton each morning (Sundays excepted) at 8 o'clock returning to Hongkong the same evening at five o'clock. She will make her excursion trip to Macao each Sunday as usual.The G.N. s.s. *Dakota*, which broke her shaft after sailing from Seattle and returned to that port in consequence, is now undergoing temporary repairs there. She will leave the home port on the 20th inst. for Yokohama, three being no drydock available for the *Dakota* on the Pacific coast of the United States, she will be docked on arrival at Nagasaki.

## DANGER TO NAVIGATION.

The steamer *Ihaka*, which has arrived from the Yangtze, reports that on the 15th inst., at 7 a.m. when 14 miles W.S.W. of Ockreu light-house the wreck of a large damaged junk, almost totally submerged, was seen floating. The officers state that the junk is dangerous to small vessels steaming in that vicinity.

Twenty-one steamers sunk outside Port Arthur have been sold by tender to five different Japanese, their bids ranging from 5,000 yen to 20,000 yen. All the arms on board the vessels floated, among which are the Japanese blockading ship, are to be returned to the naval authorities with the exception of those conceded by the authorities.

## THE JAPANESE MERCANTILE MARINE.

Official returns published in the *Hochi* show that the numbers and classification of the steamers now forming the Japanese mercantile marine are as follows:—

	vessels.
From 20 tons to 50 tons .....	376
From 50 tons to 100 tons .....	319
From 100 tons to 300 tons .....	249
From 300 tons to 500 tons .....	86
From 500 tons to 1,000 tons .....	103
From 1,000 tons to 2,000 tons .....	114
From 2,000 tons to 3,000 tons .....	90
From 3,000 tons to 4,000 tons .....	37
From 4,000 tons to 5,000 tons .....	11
From 5,000 tons to 6,000 tons .....	8
From 6,000 tons to 7,000 tons .....	2
Over 7,000 tons .....	1
The total number of ships is 1,309, and their aggregate tonnage is 882,092 tons.	

Inspector Gourlay this morning placed Alexander Thomas before Mr. F. A. Hazelard and charged him with being a vagrant, without any visible means of subsistence. It appears that Thomas was cook on board the s.s. *Estimada*, and in the course of his duties sustained severe bruises on his arms, which so incapacitated him from work that he asked the captain for his discharge in order that he might go into hospital for treatment. Permission being withheld, defendant left the ship and placed himself under the care of Dr. Bell. Meantime his vessel left, and he was reported a deserter. Having no money and no means of subsistence he yesterday gave himself up to the police, acknowledging himself to be a vagrant. Mr. F. A. Hazelard passed the usual order remanding him to the House of Detention. It is understood that the Harbour Master is in communication with the agents of the steamer with a view to getting the man shipped home.

## THE "TRAVANCORE."

Thomas Mardon, a seaman on the sailing ship *Travancore*, was charged before Mr. F. A. Hazelard this morning with being absent from the ship since the 24th of July without the leave of the master or officers.His Worship—The *Travancore*—that is the vessel, is it not, that is always having trouble, and on which a Court of Inquiry was recently held?

Captain Chrysal—That is so, Your Worship. And you are, the Captain—I am the new captain, just come out from home to take command of the vessel.

Cannot this case be settled between you? Will you take the man back on board?—Certainly, I will.

Defendant said he was away from the ship for seven days, and when he returned on board the old captain told him he no longer belonged to the ship as he was a deserter, so he went ashore again, and yesterday he was arrested.

If the captain takes you back will you return on board at once?—Yes, sir, I will indeed.

His Worship—Very well, now you go back immediately to your ship and do your work properly. The charge is withdrawn and you are discharged.

## "SALT JUNK" CAUSES TROUBLE.

Before Mr. Taylor, Harbour Master, this morning, Captain J. W. Martin, Master of the s.s. *Cowfield*, charged thirty-three members of his crew with unlawfully disobeying his orders on board on the 16th June last at Nagasaki.

Captain Martin said that on the 15th June he told the steward that at the ship was likely to remain in Nagasaki another month, having been there already one month, he was to give the men fresh meat one day and salt meat the next. On the 16th, when the steward offered the men salt meat, they refused to take it, and also refused to work. He had them all flogged and explained to them what they were doing, and said some of them might come on shore with him to see the British Consul. Three went with him to the Consul who was very patient and listened to all they had to say. Their only complaint was that they would not eat salt meat in harbour. The Consul told them that witness could give them salt meat all the time, and advised them to return to work. Witness went on board and again had the crew flogged, told them what the Consul had said, and warned them of the consequence of persisting in their refusal. After asking each man individually, they again refused and did not work that day. The next morning they turned to again. The food as ordered by witness was continued.

One of the defendants, deputed by the remainder as spokesman, said that on the 16th June they started work at 7 a.m. and worked till 8.30 a.m., at which time the steward offered them some salt meat. When they signed articles the steward promised them fresh meat every day in harbour. In consequence of being offered this salt meat, they refused to work. The defendants were convicted and sentenced to seven days' hard labour, and to forfeit two days' pay each.

## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## PEACE TERMS.

JAPAN AND KOREA.

SUZERAINTY AGREED.

[From Our Own Correspondent.]

Shanghai, 17th August,  
2.35 p.m.

The Russian plenipotentiaries have agreed to Japan's term for establishing her suzerainty over Korea.

## AMERICAN BOYCOTT.

PLACARDS PROHIBITED IN SHANGHAI.

POLICE ATTENDING MEETINGS.

[From Our Own Correspondent.]

Shanghai, 17th August,  
2.35 p.m.

Taotai Tseng Shao-ch'ing, the Chairman of the Committee on the American boycott, at Shanghai, has prohibited the posting of all bills, and the circulating of expresses in connection with the boycott movement.

The police have been instructed to attend and record the minutes of proceedings of all meetings of the Chinese in the settlement.

## CHINESE COMMISSION.

VISIT POSTPONED.

[From Our Own Correspondent.]

Shanghai, 16th August,  
3.50 p.m.

The departure of the Chinese Commission to Europe and America for the purpose of studying legislation and administration has been postponed until September.

[The above telegram did not reach this office until after we had gone to press last evening.—Ed., H.K.T.]

## SHIP-OWNERS AND MASTERS.

The Merchant Service Guild have lately been interesting themselves in a case involving an important point of principle affecting Captains of Merchant Ships in recovering moneys due to them from their owners. A member of the Guild was requested by a partner of his firm to relinquish the command of his vessel then lying at Los Angeles. Though so far removed from home, the owner refused to settle the Captain's account, declining also to pay him anything on account. He was therefore forced to borrow money to return to England. On his return he applied to the owners for his pay, but this was refused until they could communicate with the new Captain of the vessel which was then on a voyage to Sydney. Thereupon the Captain issued a writ on his owners who made an interlocutory application before Mr. Justice Baggave Deane that the case should be remitted to an Arbitrator of Merchants. Mr. Justice Baggave Deane refused their application, ordered it to be treated as the trial of the action, and gave judgment for the Captain for the full amount claimed with costs. The owners asked the Judge to review his decision, which he refused to do, and dismissed their second application. The Merchant Shipping Act provides that a seaman in a similar position must be paid wages up to the date of final settlement, but a master has been held to be not a seaman within the meaning of the Act. Therefore the Guild solicitors, in justice to the shipmaster, decided to include in the bill of costs a daily subsistence allowance up to the time of settlement to enable the Captain to appear as a witness on his own behalf. In case this was not granted, the Guild determined for the benefit of the profession they represented to carry the case to the High Court. The owners objected to payment of the item mentioned, but, after an adjourned hearing, the Registrar of the Admiralty Court in Liverpool considered it reasonable charge, and the sum, amounting to thirty-three pounds, was allowed. The owners have now paid the amount plus full wages and costs.

## SHIPPING AND MAILS.

## MAILS DUE.

German (*Prinz Heinrich*) 18th inst.  
Australian (*Changsha*) 19th inst.  
Indian (*Lightning*) 20th inst.  
French (*Ernest Simon*) 22nd inst.  
Indian (*Leizang*) 23rd inst.  
Canadian (*Tartar*) 30th inst.

The s.s. *Radnorshire* left Singapore on 15th inst., and is due here on 21st inst.  
The P.M.S.S. Co.'s s.s. *Mongolia* arrived at San Francisco, her destination, on 14th inst.  
The C.P.R. Co.'s s.s. *Empress of Japan* left Vancouver on 14th inst., for Hongkong via the usual ports of Call.  
The O.S.S. Co. & C.M.S.N. Co.'s s.s. *Alcmous* left Singapore yesterday at daylight, and is due here on 23rd inst.  
The C.N. Co.'s s.s. *Changsha* from Australia left Manila yesterday noon, and is due here on 10th inst., daylight.  
The Imperial German Mail s.s. *Prinz Heinrich* left Foochow to-day, at 11 a.m., and may be expected here to-morrow, at 7 p.m.







Shipping-Steaming.

OCEAN STEAMSHIP CO., LD. AND CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	17th August.
GLASGOW and LIVERPOOL	"ULYSSES"	17th "
GLASGOW and LIVERPOOL	"ALCINOUS"	21st "
GLASGOW and LIVERPOOL	"AG MEMNON"	30th "
GLASGOW and LIVERPOOL	"JASON"	31st "
GLASGOW and LIVERPOOL	"TEENAI"	6th September.

S.S. "Alcinous" left Singapore at daylight on the 16th inst., and is due here on the 21st.

HOMEWARD.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & LPOOL	"STENTOR"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	29th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	12th September.
*GENOA, MARSEILLES & LPOOL	"YANGTZE"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "

\* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILROAD CO. AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"JASON"	3rd September.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and all PACIFIC COAST	"NINGCHOW"	17th August.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th August, 1905.

CHINA NAVIGATION CO., LIMITED.

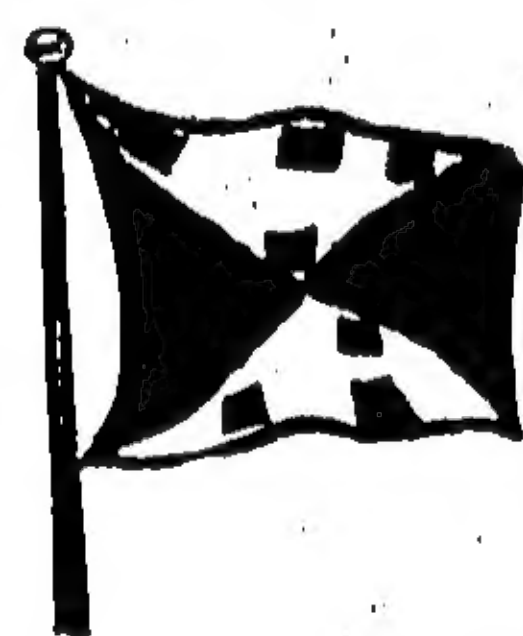
FOR	STEAMERS	TO SAIL
SHANGHAI	"KIUKIANG"	18th August.
MANILA and ILOILO	"SUNGKIANG"	21st "
SHANGHAI	"PAKHAI"	22nd "
MANILA	"TEAN"	22nd "
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENTSIN	"CHIHAI"	25th "
KOBE	"CHANGSHA"	6th September.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. \* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th August, 1905.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 26th August, at Noon.
RUBI	2540	A. H. Noley	"	SATURDAY, 2nd Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 14th August, 1905.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast.)

Steamship	About
"SIERRA BLANCA"	20th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 12th August, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT, No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Ellipse Dupliators. Hongkong, 23rd February, 1905.

TSANG FOO & CO., COAL MERCHANTS AND STEVEDORES, 48, DES VUEUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 349. Hongkong, 1st October, 1904.

Shipping-Steaming.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents. Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents. Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co., 2nd Floor, No. 16, Victoria Street, Hongkong, 14th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West, Hongkong, 26th June, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, SRABAYA & SAMARANG.	"FOOSHING"	FRIDAY, 18th August, Noon.
MANILA	"YUENSANG"	FRIDAY, 18th August, 4 P.M.
SHANGHAI	"KWONGSANG"	SATURDAY, 19th August, 3 P.M.
SINGAPORE, PENANG & CALCUTTA.	"KUTSANG"	TUESDAY, 22nd August, Noon.
TIENTSIN	"ESANG"	FRIDAY, 25th August, 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—Joint Cable Companies' Office. Ferry Company's Pier, Ice House Street. Blake Pier. Post Office. Harbour Office. Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather, to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FIDD, Acting Director.

Hongkong, Observatory, 2nd January, 1904.

FAMOUS FORGERY CASES.

(Continued from page 3.)

The jury decided that the codicils were not genuine.

TRICKY MINISTER.

The number of anonymous letters submitted to the expert in a year is very large. Sometimes these letters are written by the recipients themselves for certain purposes. An American expert tells an amusing story of such a case. The minister of a certain church one day produced a letter he had, he alleged, received from another congregation, offering him a larger salary if he would transfer his ministrations to them. To retain him the congregation raised his stipend, and he refused the call.

When other "calls" arrived the deacons became suspicious. The letters and a sermon in the pastor's handwriting were submitted to an expert and were emphatically declared by him to have been written by the same man. The minister went—but not to the congregation he represented as being so desirous to secure him.

AN ARTFUL LANDLORD.

Some excellent handwriting comparison was done in what is known as the Whalley will case. A man named James Whalley, a retired ironmaster, died in the cottage of a railway porter at Leominster, where he rented rooms at nine shillings a week. When he was dead it was discovered that he had left property worth £70,000.

Whalley had a son who lived in Derby, and who, being his sole relative, naturally expected to inherit his wealth. Upon his arrival at the cottage, and searching for a will, he found a closed envelope among the dead man's papers containing the precious document. When the envelope was opened and the will read the son was astounded to find that his father had willed more than half his fortune away from him—to his landlord and a third person. The step was extraordinary, as the old man had frequently told his son that he would inherit all that he possessed, and the young fellow immediately denounced the document as a fraud. But how to prove it?

Underneath the writing of the will the expert discovered the traces of pencil written words. These words, under the microscope, became sentences—the words of a dying man to his son—a letter to young Whalley from his father on his death bed! But this writing was not that of the dead man but of the landlord of his lodging! Only the signature—James Whalley—was in ink, and in the dying man's hand!

The fraud was out. Upon his death bed, Whalley had dictated a letter to his son, which the landlord had written in pencil, Whalley signing it in ink. When the old man was dead the landlord had rubbed out the pencil writing with crumbs of bread, had written the will above Whalley's signature, had opened the envelope in which the real will lay by steaming it, and, having destroyed the real document, and inserted his forgery in its place, had closed the envelope again, and put it among the dead man's papers. The landlord and one of his accomplices went to penal servitude, another accomplice saved himself by making full confession and turning Queen's evidence.

THE OCCUPATION OF SAGHALIEN.

JAPANESE PRESS COMMENTS.

The Kokumin says Karafuto is now as good as occupied in its entirety, a statement in which most papers agree, because the part not yet brought under our arms is only a stretch of barren land at its northern extremity. Dwelling on the manner in which the work of reducing the island has progressed, and coming to the capture of Fukuoka, where the enemy was expected to make his last stand and offer strong resistance, the journal says the skill and rapidity with which our forces executed their operations will be seen from the fact that the attack on the last-mentioned town was begun at early dawn of the 28th ult. and by half-past eight the same morning the place had fallen into our possession. As for the material gain to us accruing from the recovery of the island, the Kokumin considers it too obvious to require much explanation, as its shores, forests, and mines embosom almost inexhaustible riches. The Asahi says the first thought, that arises in view of the reduction of the island is that, in contrast to the extreme shortness of time required in the consummation of that work, many a weary year will have to pass before complete pacification is attained and a new order of things becomes established there, but that Japan may prove her aptitude for governing alien races by showing how patience conquers everything.

The Jiji says an immediate requirement for the island is the establishment there of a provisional board of administration. As the board will be destined to be the predecessor of a Governor-General's Office, because the clerks and officials in form that board will largely continue to retain their position under the latter form of permanent administration, great care and judgment should be exercised, says the journal, in the choice of persons to be appointed to the board with regard to their ability and moral character. A similar order of transformation took place at the time of the annexation of Formosa, and the prominent manner in which the officials for the preliminary administration organ were selected then, or rather not selected, was productive of great evils afterward. Warned by this lesson, the journal hopes the Government will not fall into the error of repeating a similar blunder.—Japan Times.







## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN AND BLACK SEA PORTS.

## The S.S. "SYDNEY."

Captain F. Combe, will be despatched for  
MARSEILLES on TUESDAY, the 22nd  
August, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. ARMAND BEHIC... 5th September.  
S.S. ERNEST SIMONS... 19th September.  
S.S. POLYNESIE... 3rd October.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 9th August, 1905.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

## THE Steamship

## "MALTA."

Captain R. A. Peters, carrying His Majesty's  
Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 20th August,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. Macedonia, 10,500 tons, from Colombo,  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Cal-  
edonia, due in London on the 8th October.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 12th August, 1905.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,  
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Hyades... 3,753 Geo. Wright... At Aug. 22

Lyra... 4,417 G. V. Williams... Sept. 15

Pleides... 3,753 F. G. Purington... —

Shawmut... 9,600 E. V. Roberts... —

Tremont... 9,600 T. W. Garlick... —

Steamer marked (\*) have no second-class  
passenger accommodation.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.

Barbers shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 10th August, 1905.

## Insurance.

NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1895.

## To Let.

## TO LET.

NOS. 15 and 29, WONG-NEI-CHONG  
ROAD.

A BUILDING at CAUSEWAY BAY, at  
present in occupation of the Steam  
Laundry Co., Ltd.

No. 1, RIFON TERRACE,  
FLATS in MORETON TERRACE, facing  
Polo Ground.

OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 2nd August, 1905.

## TO LET.

NOS. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 19th July, 1905.

## TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy  
Town.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905.

## TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Cause Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

## TO LET.

SEMI-DETACHED VILLAS, Two, in  
Garden Road, near the Ferry, with fine  
bright and airy rooms. GAS and ELECTRIC  
BELLS laid on. Commanding fine view of the  
Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,  
No. 5, D'Aguiar Street,  
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

## For Sale.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 7th March, 1905.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

## FOR SALE.

INCANDESCENT  
GASOLINE  
LAMPS

OF ALL DESCRIPTIONS,  
from the best makers.

INCANDESCENT  
MANTLES,  
CHIMNEYS,  
GLOBES,  
SHADES, &c.,  
for  
GASOLINE AND GAS  
LAMPS  
at the most moderate  
prices.

Lamps fixed up for  
Buyers free of charge.

Naphtha of the best  
kind kept in stock.

TAI KWONG CO.,  
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.	
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	£1,000,000 \$8,000,000 \$150,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 3/16 = \$25.46 for second half-year 1904	\$915 sellers (London 89 1/2)	
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	\$38 buyers	
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	5 1/2 % \$325 sales	
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,902 \$362,166 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	6 % \$75	
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000 \$1,350,000	Tls. 217,119	Interim of 7/6 1904	8 % Tls. 8 1/2	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$20,000 \$37,749 \$89,116 \$346,773 \$700,000 \$37,704 \$1,000,000 \$18,993 \$1,221	\$2,078,997	\$35 for 1903	4 1/2 % \$735 buyers	
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$5,000 \$185,000 \$85,430 \$350,000 \$600,000 \$145,376 \$120,000	\$426,284	\$12 and \$3 special dividend for 1903	8 1/2 % \$172 1/2 sales	
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$18,993 \$1,221	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 % \$85 sellers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,595	\$360,372	\$34 for 1903	10 1/2 % \$330 sales	
<b>SHIPPING, TUG AND CARGO BOATS.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,430 \$350,000 \$600,000 \$145,376 \$120,000	\$8,832	\$1 for 1904	5 % \$20 sellers	
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$5,000 \$185,000 \$85,430 \$350,000 \$600,000 \$145,376 \$120,000	Nil.	\$2 for year ended 30.6.1904	5 1/2 % \$35	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$5,000 \$185,000 \$85,430 \$350,000 \$600,000 \$145,376 \$120,000	\$8,074	\$1 for first half-year 1905	7 1/2 % \$26 ex div.	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$241,150 £3,999	£4,435	12/- @ 1/10 = \$5.29 5/11 for 1904	6 1/2 % \$96 buyers	
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 Tls. 43,762	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904 Tls. 1 1/2 final making Tls. 3 1/2 for 1904 Interim of 1/- (Coupon No. 5) for 1904	7 1/2 % Tls. 60 buyers Tls. 50 buyers 21/- sellers	
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	(\$1.80) (\$0.90) for year ending 30.4.1905	5 1/2 % \$33 \$25	
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$5,000 \$185,000 \$85,430 \$350,000 \$600,000 \$145,376 \$120,000	\$21,231	\$10 for 1904	7 % \$145	
Straits Steamship Company, Limited	5,000	\$100	\$100	\$5,000 \$185,000 \$85,430 \$350,000 \$600,000 \$145,376 \$120,000	Tls. 6,190	Interim of Tls. 2 for 1905	13 1/2 % Tls. 29 buyers	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$450,000 \$100,000 Tls. 100,000	\$2,812 \$85,987 Tls. 1,635	Final of \$15 making \$20 for 1904 \$3 for 1897 Tls. 2 1/2 for year ending 30.9.04	8 1/2 % \$25 3 1/2 % Tls. 68 buyers	
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$100,000 Tls. 100,000	\$2,812 \$85,987 Tls. 1,635	Interim of 1/- (No. 4) Interim of 50 cents (gold) for 1905 (No. 5) No. 12 of 1/- = 48 cents	... ... ...	Tls. 7.50 buyers G. \$18 \$3
Luxon Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	\$450,000 \$100,000 Tls. 100,000	\$2,812 \$85,987 Tls. 1,635	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$450,000 \$100,000 Tls. 100,000	\$2,812 \$85,987 Tls. 1,635	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Hornby Franks, Limited	12,000	\$100	\$100	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Yangtze Wharf and Godown Company, Limited	2,100	Tls. 100	Tls. 100	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T. Tls. 50	T. Tls. 50	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Central Stores, Limited	6,000	\$15	\$15	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Do. (Founders)	133	\$15	\$15	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Do. (New Issue)	24,000	\$15	\$15	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Tientsin Land Investment Company, Limited	7,216	Tls. 100	Tls. 100	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
West Point Building Company, Limited	14,500	\$50	\$50	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
<b>CIGARS AND TOBACCO COS.</b>								
Alhambra, Limited	300	\$200	\$200	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Philippine Company, Limited	67,500	\$10	\$10	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
<b>MISCELLANEOUS.</b>								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153 Tls. 120,000 Tls. 276,679	\$929	Final of Tls. 8 making Tls. 13 for 1904/5 \$3.75 for 1904 on old capital First year	9 1/2 % 7 1/2 % ...	Tls. 140 \$27 buyers \$25 buyers
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	\$4,116 \$5,000 \$24,357 \$400,000 \$21,075 \$130,153				